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*the calendar year ending December 31, 1918.* (Ottawa: Mines Branch. 1920. Pp. 225.)

*Yearbook of the Department of Agriculture, 1918.* (Washington: Supt. Docs. 1920. Pp. 822. 85c.)

## Manufacturing Industries

### NEW BOOKS

COOKE, M. L., editor. *Modern manufacturing, a partnership of idealism and commonsense.* (Philadelphia: Am. Acad. Pol. & Soc. Sci. 1919. Pp. xix, 324. \$1.)

MAYER, C. *L'industrie chimique aux Etats-Unis.* (Paris: Dunod. 1920. Pp. 291.)

*The paper box making industry in Philadelphia.* (Philadelphia: Chamber of Commerce, Educational Committee. 1920. Pp. 14.)

## Transportation and Communication

### NEW BOOKS

D'AVENEL, G. *L'évolution des moyens de transport.* (Paris: Flammarion. 1919. 7 fr.)

DAVIS, W. W. *The railroad problem. A suggestion.* (New York: Putnam's. 1920. Pp. 128.)

The plan of railway reorganization here presented was submitted by the author during 1919 to the Senate and House committees on interstate commerce. The volume consists of an introductory discussion of sixteen reorganization principles which the author regards as important to be carried out; a brief synopsis of the plan proposed by him for making those principles effective; an argument for the plan; and a carefully drafted outline of 19 articles which can be expanded into a legislative bill with slight revision.

The plan provides for a National Railway Company which shall purchase securities of existing interstate railroads by the issue of its own stock. This corporation is to be supervised by a board of directors of twenty-five persons, six of whom shall represent the government, the remaining nineteen being elected by the stockholders. Operations proper are to be conducted by separate subsidiary managements or subordinate regional railways, which shall provide a number of balanced railway systems in competition with each other. Each regional railway shall keep its own accounts, and bonuses are to be distributed to the employees and registered stockholders of such railways as show "the greatest zeal and interest as reflected in the profits." There shall be a secretary of transportation representing the small stockholders, the shippers, and the public generally, and the Interstate Commerce Commission is retained with many of its supervisory powers over rates, operating practices, and the like.

J. H. PARMELEE.